

ABSTRACT OF THE DISCLOSURE

The invention relates to an electronic throttle system device 10 for motorcycles that is mounted on a handlebar. A twist grip 16 may be rotated from an idle position to the full-throttle position. A rotation-position sensor 104 with a rotor unit and a stator unit is either mounted along the rotation axis of the twist-throttle control element 16 or outside of it. In the former case, an intermediary coupling unit 50 is provided that is fixed both to the twist-throttle control element 16 and to the rotor unit 46, 74 so that it may not rotate, but that does not transmit any occurring oblique forces. In the latter case, an engagement element 92 is provided for coupling with a first toothed area 94 that engages with a toothed element 96 with a second toothed area 98, whereby a return element 100, 114 acts against the actuation direction on the rotor unit 106 so that the engagement between the first and the second toothed areas is essentially without free play.

A Hall-effect rotation sensor or inductive rotation sensor is preferably used as a rotation-position sensor, whereby in the former case a rotor unit 46, 106 may be moved across from a stator unit 44, 108 with two stator partial elements 58a, 58b from which a first stator ring element 58a is

100°to 140° long. In the latter case, an inductive coupling element 78 is mounted on the rotor unit 74, and an induction circuit 80 is mounted on the stator unit 76, whereby the inductive circuit 50 is partial-ring-shaped, and extends across an angle range of from 100°to 140°.